

PUBLIC COMMENTS (PC)-L

PC-L1






From: Leslie La Berge [leslie@dpmi.occoxmail.com]
Sent: Friday, July 20, 2012 1:25 PM
To: Parsons, 405.dedcomments
Subject: comments

I think it all sounds good. } 1

Leslie La Berge


Leslie@dpmi.occoxmail.com

PC-L2

	
I-405 Improvement Project Public Hearing Comment Sheet	
Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.	
Meeting Venue (please check one of the following):	
<input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College	<input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium
<input checked="" type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center	<input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center
Name (First and Last): <u>Marcel Lacelle</u>	
Organization: <u>Retired</u>	
Address (Optional): <u>7142 Wellesley Ave Westminster CA 92683</u>	
Phone Number: <u>714 791-3797</u>	Email address: <u>marcel.lacelle@hotmail.com</u>
Comments: <u>We prefer Alternative 2.</u>	
<u>Can extra effort & concern be dedicated to the Sound Walls. The 405 is directly up against our neighborhood & the present noise level for neighbors on Vermont Street is very loud & disruptive. What ever measures can be taken to engineer the sound wall to be more effective will be greatly appreciated.</u>	
(Space for comments continued on reverse)	
	
	

PC-L3

PC-L3 Continued

 **I-405 Improvement Project**
Public Hearing
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Name (First and Last): PAULINE KALELE
Organization: _____
Address (Optional): 1142 WELLSLEY AVE, WESTMINSTER, CA
Phone Number: 714-791-3997 Email address: _____

Comments: BETTER ALTERNATIVE BUILD #2 (P.T.O)
ALSO ON THE SOUND WALL, NEEDS TO BE HIGHER AND BUILD
BETTER WHEN IT COMES TO THE ACOUSTICS RIGHT NOW THE SOUND
JUST BOUNCES OFF THE WALL IT IS SO NOISY ON VERMONT ST
WHEN WALKING MY DOG I MIGHT AS WELL BE ON THE FWY.
ALSO THE NEIGHBORS ON VERMONT ST COMPLAIN ON THE NOISE
BEING SO BAD THAT THEY HAVE TO KEEP THEIR WINDOWS
CLOSED AND IT'S JUST GOING TO GET NOISIER WITH
MORE TRAFFIC.

(Space for comments continued on reverse)

IT DOES NOT MAKE SENSE TO BUILD TOLL LANES FOR
PEOPLE WHO CAN'T AFFORD TO PAY FOR THEM. WHICH
ARE MOST OF THE DRIVERS THAT TAKE THIS FWY.
ALSO AT THE MEETING IT WAS SAID THAT THE FUNDS
ON THIS PROJECT WERE ALREADY ALLOCATED FOR THIS FWY.
SO WHY WOULD ^{NEED} TO CHARGE FOR TOLL LANES?

ALSO THIS WILL REDUCE OUR PROPERTY VALUES WITH
ALL THE NOISE, NOT TO MENTION ALL THE POLLUTION FROM
ALL THE EXTRA TRAFFIC

Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
Ms. Smita Deshpande
Branch Chief - Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

Responses may also be emailed to:
405_dedcomments.persons@parsons.com

PC-L4

From: Jeanine Lambert (jlamb@dslextrreme.com)
Sent: Sunday, June 17, 2012 10:23 PM
To: Parsons, 405.dedcomments
Subject: I-405 Improvement Project Comment Sheet

Meeting Venue : Monday June 4, 2012

Jeanine Lambert
Costa Mesa Resident for over 20 years
949-548-7792
jlamb@dslextrreme.com

I attended the public hearing at OCC Student Center and I am extremely opposed to the Option 3 Plan of the proposed options. It's access is only from the 73 FWY and then not again until Magnolia St. This would benefit a few at the cost to our city and our businesses. It would not benefit those of us using the FWY to get around town and probably slow the traffic in regular lanes. It would difficult and costly to monitor if people are using the toll lanes properly. Also the rebuilding of the Fairview St overpass is a hardship and waste to the community that only recently had to deal with construction of an overpass costing \$7 Million.

Sincerely,

Jeanine Lambert

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PC-L5

From: Jeanine Lambert (jlamb@dslextrreme.com)
Sent: Sunday, June 17, 2012 10:34 PM
To: Parsons, 405.dedcomments
Subject: I-405 Improvement Project Public Hearing Comment Sheet

Ailsa Lambert
2323 Elden Ave #17
Costa Mesa, CA 92627
949-645-6958
jstamb7@gmail.com

To OCTA,

I am opposed to the proposed Option 3 expansion to the I-405 FWY. I feel it would be a detriment to our city and it's businesses for the advantage of an elite few. Those coming from the 73 FWY and then not again until Magnolia St in Fountain Valley. Also, it makes no sense to have to rebuild the Fairview St bridge that was only rebuilt 3 years ago at the cost of \$7 Million and cause more hardship to the community.

Sincerely Yours,

Ailsa Lambert

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PC-L6

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

1

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,






Rae M Langdale
(Name)

1697 Madagascar, Costa Mesa
(Address) (City)

 Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-L7

PC-L8

	
<h2 style="text-align: center;">I-405 Improvement Project</h2> <h3 style="text-align: center;">Public Hearing</h3> <h3 style="text-align: center;">Comment Sheet</h3>	
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<p>Meeting Venue (please check one of the following):</p> <p> <input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center </p>	
<p>Name (First and Last): <u>RODNEY G. LARSON</u></p>	
<p>Organization: _____</p>	
<p>Address(Optional): <u>6762 WARNER HUNTING BEACH CA</u></p>	
<p>Phone Number: <u>714-650-5623</u></p>	<p>Email address: _____</p>
<p>Comments: <u>WOULD HELP TRAFFIC</u></p> <p><u>SO COULD BE HOME FASTER TO SPEND</u></p> <p><u>MORE TIME WITH FAMILY</u></p>	
<p>(Space for comments continued on reverse)</p>	
<div style="display: flex; justify-content: space-around; align-items: center;">     </div>	

From: Cynthia [mockster01@gmail.com]
Sent: Tuesday, July 17, 2012 12:15 PM
To: Parsons, 405.dedcomments
Subject: Comments on 405 expansion project

Hello,

I am a resident of Costa Mesa and I ardently oppose Option 3 of the 405 freeway expansion plans. I live near South Coast Plaza and have many objections to Option 3. However I will only list my four strongest concerns:


- 1) Option 3 calls for converting the carpool lane from a two-person-per-car carpool lane to a three-person-per-car carpool lane. This will result in more single car drivers and thus MORE cars on the freeway. Commuters, with some effort, can find another person with whom to carpool who has a similar starting point and destination. However finding three people with similar start/end points in Orange County is nearly impossible. If you can't form a three person carpool to use the carpool lane you are not going to go through the hassle of forming a two-person carpool. Thus you will revert to driving solo and putting more cars on the road. This is just a reality of our dispersed living/working situations. DO NOT TAKE AWAY THE TWO PERSON CARPOOL LANE AVAILABILITY – YOU WILL INCREASE CARS ON THE ROAD.
- 2) Option 3 is inherently unfair to most motorists. So many of us are tired of wealthy people being able to buy their way out of responsibility and shared burden. Yes, the freeways are crowded. We can counter that by altering our commute window or by forming carpools or by moving closer to our work places. Those are options we ALL have regardless of income. What we don't all have is the means to BUY our way out of these responsibilities through toll lanes. That avenue is only open to those who have high incomes and thus disposable income. I may be a teacher who MUST be at a place at a given time. I may have the most NEED to have a swift commute, however I don't have the MEANS to sufficiently show that need. Does that mean my time and my work is less valuable than the time and work of a more wealthy commuter? NO. Toll lanes are unfair. We all pay for the land and the road construction through our taxes; we should all benefit, not just those who are the wealthy among us.
- 3) When you put in a toll road, you put in an incentive to make the commute miserable for the rest of the people. Toll roads require money to operate, not only to pay back the original investment but also to operate and maintain on an ongoing basis. The only way to do that is to have a steady and predictable income. If freeways run smoothly and there is no crowding/slowing then people will not use the toll lanes and thus income will not be coming in. How will you make payroll and operations expenses? Rather, you will do everything you can to make the general lanes crowded and inconvenient thus prompting the wealthy to pay the tolls. So you will do things to guarantee more cars on the road and/or crowding (such as changing the rules of the carpool lane from two people to three people). Or other things such as scheduling construction projects during the day rather than at night. And yes, these happen. We all know it.
- 4) Finally, it is unfair to the people of Costa Mesa to add lanes through our community that our community cannot use because of the insane entrance/exit points. If a community is inconvenienced and impacted by a project they should at least benefit from the project at least as much if not more than other communities. Option 3 is a benefit for South County residents at the expense of Central County residents. It is unfair and we the people of Costa Mesa will not stand for it.

I am completely opposed to Option 3 and I will support every effort of Costa Mesa to block it should that option be selected, including legal action. It is unfair and we will not stand for it.

Sincerely,
 Cynthia Laurence
 953 Carnation Avenue
 Costa Mesa, CA 92626

PC-L9

PC-L10



I-405 Improvement Project

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Name (First and Last): <u>NEAL LARSON</u>	
Organization: _____	
Address (Optional): _____	
Phone Number: _____	Email address: _____

Comments: I USE THE 405 DAILY AND THE EXPANSION
WOULD CREATE SO MUCH NEEDED RELIEF FOR ALL OF
US THAT DEAL WITH ITS TREMENDOUS AMOUNT OF
TRAFFIC. MY WIFE ALSO USES IT AND IT WOULD
CREATE MORE RELIEF FOR OUR FAMILY AND SO MANY
OTHERS BY HELPING EVERYONE MOVE SOONER E.G.
RELIEVING TRAFFIC

(Space for comments continued on reverse)

To: Christina Byrne and OCTA and Cal Trans,

I am asking you to consider Option #1 (one lane each direction and **NO** moving the Sound-wall) in regards to the three options available since it is the only option that was authorized by "Measure M". The "No Build", at this point, seems as though it is no longer a consideration....why? I do believe that we as residents of College Park East have many valid concerns. One of which is intrusion into our neighborhood by removing a necessary portion or lane space needed for safe travel on such a busy street.

Please NOTE: This is the only street that can be traveled to reach specific homes on the cul-de-sacs (South side/ FWY side) of CPE.

There are other valid concerns in regards to our environment. Sound of course is a huge concern and most important of all our "Air Quality". You cannot tell me **honestly** that with the increase of travel expected by Option #3 that our health would not be in jeopardy. We have seen more cancer these days than ever before. Much of which we have come to realize has been due to the environmental impact from over building into residential areas.

Exhaust emitted from automobiles and aircraft collect in the bronchial tubes and travel down our bronchial tubes then rest in the alveoli. When this happens, the lungs have no way to eliminate these foreign black particles in which eventually they turn cancerous or cause COPD.

(Chronic Obstructive Pulmonary Disease)

How do I know this my husband has worked in the LAX area for a few years during that time he has been breathing in these same particles he has been diagnosis ed with asthma and other issues. His last X-Rays showed these black particles which had acclimated from the heavy car exhaust and aircraft at LAX. The Pulmonary Specialist said that there is no way to remove these particles and that some day they most likely will become Cancerous.

I was looking up the endangered species list which had prevented certain developments from moving forward, the Spotted Owl, a lizard, a turtle etc. How is it that the importance human life and the quality of human life falls below that of an animal?

I am asking you to review this information and consider not pushing for option #3 but to do what is right and consider the welfare of the residents of CPE ...Could you really do that? I believe you can...but will you?

Please, Do Not move the Sound-wall and No Express lanes or Toll roads either ...No Overbuilding PLEASE!

James Luley
5/27/2012

PC-L11

From: George Lawrence [mitzilawrence@yahoo.com]
Sent: Tuesday, July 17, 2012 6:56 PM
To: Parsons, 405.dedcomments
Subject: State Route 405 (I-405, San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

Subject: State Route 405 (I-405, San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

I have been a resident of Costa Mesa since 1983 and a Costa Mesa Home Owner since 1989. My residence backs onto the 405 freeway/Fairview interchange. The only buffer we have between us and the 405 freeway is the Gisler Park. We have already suffered through the demolition and rebuilding of the Fairview Bridge. The construction noise and air pollution was unbearable and we don't want to go through it again since Alternative 3 does not enhance the freeway for Costa Mesa residents and will definitely adversely affect our property values in these uncertain times.

Alternative 3 would require the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Our residence is already adversely affected by freeway noise and dirt coming off the freeway into our house. Alternative 3 will affect Gisler Park and increase the traffic noise and pollution to say nothing construction noise and problems. We already face the freeway wall on the side of Gisler park. Alternative 3 would further degrade the visual quality of our house and neighborhoods. Ramp closures at Harbor, Fairview and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

I hope you will listen to your Costa Mesa residents and leave the freeway alone.

Thank you for your assistance in this matter.

Sincerely

Mitzi C. Lawrence

PC-L12

From: Anh-Tuan Le [atl@ps.mtoc@gmail.com]
Sent: Tuesday, July 17, 2012 4:03 PM
To: Parsons, 405.dedcomments
Cc: Christina Byrne
Subject: 405 COMMENTS

Comments on the 405 EIR/EIS:

My family resides a few hundred yards from the 405 off Magnolia Street in the City of Fountain Valley. I am a consulting engineer with extensive experience in the planning and implementation of transportation projects. I appreciate this opportunity to comment on a project in my backyard that affects the environment and the transportation economy of my children and their children for decades to come.

My comments underscore other vocal community opposition to the establishment of toll lanes that appear to more adversely affect local transportation facility users than commuters passing through. I am not against toll lanes per se as instrument for congestion management when it is absolutely required. I am disappointed that for such a significant size project, the alternatives proposed and the analyses presented fall quite short of the mission of OCTA and Caltrans to deliver viable transportation programs aimed at improving the "quality of life" of Orange County. Given the long-term nature of transportation investments that affect future generations of users and taxpayers, the 405 Plan, as is, is deficient in making a business investment case for public support.

Given the State of California's AB 32 and SB 375 mandates and regional planning guidelines promulgated by SCAG, the 405 Plan is not at all in synch with laws and regulations and best practices in transportation development planning. There is medical evidence on the increased incidence of asthma in the vulnerable young and the added health risk to frail seniors exposed to fine particle pollution along freeway corridors (schools and many senior communities dot the corridor). There is widespread acknowledgement by public health, medical, and education professionals of the alarming rise in the obesity epidemic and health problems of youths and teens and the increased economic costs associated with a car-dependent culture and urban form where there are few safe mobility options – the voice and needs of these constituents are not represented in the EIR analyses and the 405 Plan. In such context, I find the EIR's reference to air quality compliance and climate change impacts as "speculative science" bordering on the irresponsible.

Rather than just adding lanes to the 405, OCTA and Caltrans must evaluate the opportunity and needs for improving the corridor and its impact on local streets as an integrated transportation system. As is, the 405 Plan exacerbates the modal imbalance and inequity deeply embedded in the present transportation system. I'm not against widening the roadway, but such widening must be done in context of a clear strategy for addressing the mobility needs of the citizens of Orange County

PC-L12 Continued

PC-L13

in keeping with the Measure M2 voter approval and the laws and regulations that govern transportation project approval and funding.

4

Earlier when I posed the question to OCTA's management team at the Taxpayers Oversight Committee Meeting whether TDM measures were considered, I was disappointed that the response was merely "we plan TMP during construction" and that "yes, we think the median can be used for BRT or LRT years from now" -- neither of which addresses the TDM question. What's ignored is the greater benefit with less cost in the more astute utilization of existing modes and facility resources -- e.g., taxi dispatch stations, mitigating current hide & ride drivers with "freeway oasis" developments on strategic sliver sites, local business loop shuttles that connect, say, Little Saigon and Koreatown, Mile Square Park, and the surrounding medical complexes and other significant destinations. OCTA and Caltrans can better exploit the creative thinking of the private sector and the job-creating potential for public-private partnerships by reaching out beyond their institutional walls.

5

There are nil attempts at urban design that could mitigate the barrier effect of an enlarged 405 that separates communities like Fountain Valley and endangers the nearby residents that walk and bike, especially the large vulnerable population of seniors in the area and the many youths who bike to school. OCTA and Caltrans should explore with the community and stakeholder interests how the public art program, combined with visual guidelines for urban design, could result in iconic mitigation features that replace land taken for roadway construction with green spaces and mini-parks that are readily accessible to local residents who bike and walk. Such public art would provide meaningful functionality, more so than mere sound wall art as now seen on the SR-22 and I-5.

6

From the SR-22 Phase 1 construction by OCTA and Caltrans that went on for nearly four years, I saw how early promises of tree planting were not kept though they were mitigation measures stipulated in the EIR and presented by OCTA staff at city hearings when public acceptance was sought. Funds allocated for landscaping were eventually diverted into change orders. Dust from heavy roadway construction and unplanted slopes affected residents, businesses, and the air conditioning and health of children in nearby schools for years. Moreover, the freeway construction coupled with local streets construction made commercial centers like Little Saigon one giant construction site -- in effect, dealing a gut punch to many businesses that suffered and closed because customers shy away from construction sites and circulation detours. We must avoid such poor planning and coordination in the 405 Plan.

7

Sincerely,

Anh-Tuan Le, P.E.

Orange County Measure M2 Taxpayers Oversight Committee

Member, Audit Subcommittee

Supervisory District One

From: Kim Le [homerkimpon@yahoo.com]
Sent: Thursday, July 12, 2012 11:19 PM
To: Moorlach, John; Adams, Audra; Bates, Pat; Campbell, Bill; dhansen@surfcity-hb.org; CFikes@surfcity-hb.org; Nguyen, Janet; fvcrandall@yahoo.com; lorril@lorrighalloway.com; pgiaab@cityoflagunahill.org; mpulido@santa-ana.org; pherzog@lakeforestca.gov; jamante@tustinca.org; Wendy Knowles; fvproud@fountainvalley.org; citycouncil@cityoforange.org; mayor@garden-grove.org
Subject: Stop the 405 Toll Roads!

Please, please do not put this evil plan into effect. To use Measure M money to create a toll road on a freeway that so many people depend on is to take advantage of your people, to stiff us working class stiff, and to further pad pockets already lined. Can we please just add more carpool lanes, which promote harmony and conservation?
Thanks for taking the time today to read this.


Kim Le

Sent from my iPhone

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PC-L14

PC-L14 Translation

 **I-405 Improvement Project**
Public Hearing
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Name (First and Last): modesto L. Leal
Organization: Labas Local 652
Address (Optional): 415 S. ORANGE AVE #3 S.A.
Phone Number: (714) 836-2639 Email address: _____

Comments: muchos trabajos
para que mas trabajos

(Space for comments continued on reverse)


Comment:

A lot of traffic, so more jobs are generated.

} 1

PC-L15

PC-L16



I-405 Improvement Project

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Name (First and Last): <u>Reggie Lee</u>	
Organization: <u>Labar Local 652</u>	
Address (Optional): <u>1506 HIGHLAND ST SANTA ANA CA 92703</u>	
Phone Number: <u>(714) 834-0689</u>	Email address:

Comments: It will also help our infrastructure
of the bridges and street

(Space for comments continued on reverse)

6/21/12

RE STOP THE 405 FREEWAY SOUND WALL REMOVAL IN SEAL BEACH

TO Governor Brown, Seal Beach City Council, Smita Deshpande, Cal Trans, OCTA, Profiting Entities,

My name is L. Le Cou, I am writing to discuss the profound effects the newest plans for the 405 widening project will have on the already beleaguered College Park East community in Seal Beach CA. I own a home immediately on the Almond avenue running by the freeway 20 foot high sound wall. My family will be severely affected in regards to health and finances by this newest design for the freeway widening project.

Measure M was voted on and passed by the public. Its intent to add one lane each way to the 405 freeway system. A DOABLE SACRIFICE BY THIS COMMUNITY BECAUSE THE FREEWAY SOUND WALL WAS TO BE LEFT UNTOUCHED!. Caltrans, OCTA and the designing entities have radically altered the construction plans leaving our community without a voice or VOTE. The plans that cal trans, the planners, state of ca and the city have developed now, will have devastating effects on our lives, health and fragile financial statuses. Our homes are already feeling the financial losses with just the planning stages.

As it stands two new lanes in each direction are being presented as the new plans. Possible toll roads have been also presented. We have been told that the freeway sound wall is being removed and will take away APX 10 feet of our existing roadway on Almond avenue. Narrowing this road and depleting our parking and bringing the freeway that much closer to our homes. We are too expect the wall to not be replaced IN ANY SPECIFIC TIME FRAME. The replacement wall will not be the same height as current standard height will shorten it by two feet. UNACCEPTABLE!

So here is the unbearable voiceless burdens for my family and those in the same predicament. We were to put our house on the market, as we have waited awhile to be able to sell given the housing market crash. WE WERE TO DOWN SIZE TO HELP WITH OUR RETIREMENT and to alleviate other problems. A house two doors down on the market for sale is just sitting, despite plenty of prospective buyers. The reason by the prospective buyers... you guessed it, they don't want to deal with the freeways upcoming issues. So my family's expected severe loss of equity, in order to sell at a discount is not financially feasible for us. This traps us financially, at a time when we need all the help we can get. THE PROBABLE 100,000 LOSS in order to sell shouldn't be just our burden.

NEXT MAJOR PROBLEM . NOISE. We are already sleepless by the nearby pounding, beeping, crashing, rattling, loud voices, vibrations of the construction taking place . We are already experiencing cracking in our walls of our home. Now imagine this happening with out a sound wall and right on our immediate door steps. I am a critical care registered nurse working 12 hour shifts in a busy trauma unit. I cannot do my job without sleep. The noise factor without the freeway sound wall will not be livable. Sleep deprivation will play a heavy cost in my families life. We need that sound wall to stay where it is and Cal Trans and the state of CA need to sound proof the homes immediately next to the wall with double paned sound proof windows. We certainly can't bear the cost of lost hours on the job or replacing windows to mitigate noise.

Issue regarding our health besides sleep deprivation. The soot, dirt, airborne dust will exponentially increase during construction. Also, as the added lanes to nowhere at the LA county line bring congestion air pollution from idling stopped cars will increase smog. What do we do to protect our lungs? Just on my street we have lost 3 people to early death from cancer and asthma. AND AS WE ALL KNOW LACK OF SLEEP DOES NOT MAKE US NICER PEOPLE OR DRIVERS OR PARENTS, FRIENDS, NEIGHBORS, LOVERS OR ANY OTHER THING!

Did I mention loss of usable property being our homes will become unlivable with the wall down. Cracking of the walls etcetera. Loss of home prices due to undesirable location to the construction.

What about our lungs? Look at our cars and the dirt caking them just because of the current freeway construction. What about the additional expense to keep our cars passably clean?

Really, what about our lungs?

Gridlock, no the four new lanes to no where are not going to help me get home, they will delay that. Toll lanes? now really do I have to pay now to get home and do I really have to sit in traffic while they sit empty for the most part? Generating revenue at my expense is really below the belt. Studies have shown these toll roads do not generate enough to pay the cost of building them also they are underutilized. I should be able to VOTE on all these new plans!

What about the businesses that will be bypassed if toll roads are placed. WHAT DOES THE EIR/EIS

PC-L16 Continued

6/27/12

RE STOP THE 405 FREEWAY SOUND WALL REMOVAL IN SEAL BEACH

study say about that? NOT THAT I REALLY CARE. The city over built seal beach bvd against most of our wishes and failed to fix the Seal Beach bridge for the added traffic congestion that RESULTED. Timing how long ambulances take with sirens on seal beach blvd breaks my nurses heart. College park East residents have to cope with those changes brought to our lives. This is an excellent example of how EIR/EIS STUDIES ARE NEVER CORRECT AND SKEWED TO ACCOMPLISH DESIRED OUTCOMES TO GET PROJECTS APPROVED!

I may not have correlated my response to the EIR/EIS in a systematic fashion but come on folks im a mother and a nurse, not a engineer or lawyer...!

In conclusion, what are the plans to compensate our losses, health, sleep deprivation, real-estate losses, noise and air pollution. What real study shows our safety and health and finances will be maintained.

We have been told the wall is coming down and the construction is going to happen. We have no voice in this process the meetings are just lip service! AS OUR ELECTED OFFICIALS WHAT DO YOU HAVE TO SAY ABOUT THIS? WHERE IS MY VOTE? THIS IS NOT THE MEASURE M WE VOTED ON!

Please help us!



Lorrie Le Cou at 3540 Carnation Circle Seal Beach CA

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9

PC-L17

From: ca.best@sbcglobal.net
Sent: Friday, June 08, 2012 6:51 PM
To: Parsons, 405.dedcomments
Subject: DISCREPANCIES ON YOUR REAL ESTATE DATA

Good afternoon.

I have gotten your address by Christina L. Byrne, Community Relations Officer, Orange County Transportation Authority. The purpose of this letter is to inform you that the REAL ESTATE Data you have on our property is incorrect.

The number of employees and the annual revenue need to be updated.

Please let me know where I can send the correct Data.
Thank you.

1

Byung Lee G.M.
Days Inn & Suite Huntington Beach/ Fountain Valley
9125 Recreation Circle
Fountain Valley, CA. 92708
Tel: 714)847-3388
Fax: 714)842-4192

PC-L18

RUBY & HOLLIS LEE
3611 ROSE CIRCLE
SEAL BEACH, CA 90740

July 7, 2012

Smita Deshponde
CalTrans District 12
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Attn: 405 DEIR/DEIS Comment Period

Dear Ms.Deshpone,

We live in College Park East next to the wall that may be torn down. We have lived in this area for forty years and we are very upset that the wall may be torn down.

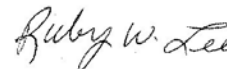
We looked at the marks that were made to show how far the wall will come into Almond. It does not make sense to remove the wall for several feet. This will involve weeks or months of having no wall at all. Almond is a street that most of the residents walk down or ride bicycles. By moving the wall it will bring us closer to the freeway which will bring more noise and lower our home values.

Is CalTrans prepared to buy our home at the price that the other homes in College Park East are selling for at that time? Is CalTrans prepared for lawsuits that will be brought forth because of this?

Is CalTrans aware that it will be much more difficult for the drivers to enter the northbound 405 because there will be four lanes to go across which probably will cause more accidents. Right now there is approximately one accident a day at Seal Beach Blvd going south.

Is CalTrans aware that there will be gridlock and congestion when the lanes are ending because of Los Angeles County?

We don't believe that these problems have really been thoroughly investigated. Please don't destroy our neighborhood.



Ruby W. Lee

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2

3

4

5

PC-L19

PC-L20

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Gigi L [gltimes21@gmail.com]
Tuesday, July 17, 2012 3:50 PM
Parsons, 405.dedcomments
405 Improvement Project

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition, EXCUSE US, BUT THIS IS A CROCK! THERE IS NO BENEFIT TO COSTA MESA. THERE WILL BE UNACCEPTABLE PHYSICAL (ENVIRONMENTAL) IMPACTS AND ECONOMIC IMPACTS. CONSTRUCTION WILL LAST LONG ENOUGH TO AFFECT A LONG CHAIN OF PEOPLE'S LIVES AND WILL ESPECIALLY HURT THOSE WHO LIVE NEAREST- CAUSING STRESS FROM NOISE, LIGHT & ULTIMATELY TRAFFIC NOISE INCREASES. SOUND WALLS ONLY SORT OF HELP. ECONOMIC IMPACTS ARE PERMANENT. THE ONLY BENEFIT FOR US IS \$\$\$ TO OCTA. PLEASE KNOW: WE PAY ATTENTION, AND WE VOTE!

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

WAYNE LEFFER

ROBIN LEFFER

W. Leffer
(Name)

Robin Leffer
(Name)

3000 CEYLON ROAD COSTA MESA 92626
(Address) (City)

☒ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

At:

Dear Ms. Deshpande,
I feel compelled to write this note in regards to the San Diego Freeway (405) Improvement Project. First I must comment that I don't understand how California is able to propose the various alternatives, some of which require major adjustments, when the state is facing such financial struggles. I know that in the present economic conditions, my family has had to scale back and live more frugally. I would expect the same from the government. However that being said I want to address a few of the most important issues that affect me personally.

Presently, merging onto the 405 freeway from Seal Beach Blvd is dangerous! It is extremely difficult to enter onto the 405 North freeway from the Seal Beach on ramp and cross over the 7th Street exit lanes, the 605 exit lanes and finally on to the 405 lanes (crossing 5 lanes in what seems less than a block's length), with cars barreling down on you going 65-75 mph. This is an area ripe for major accidents. This small stretch cannot support two more lanes northbound. Why would Orange County even propose this when L.A County has no plans of extending these lanes in the near future? As I speculate based on the economy, this will probably not happen. Why should money be spent on a project that will never be completed? Also what happens to all the cars when the lanes reduce back down? In my opinion that would not be money wisely spent.

Which leads to my next question: why move a sound wall ten feet? Personally, I would like to extend my kitchen wall out however due to the present economic situation I am conserving my money for necessary things that may come up. I expect the government to do the same. I expect the government to take care and do what is best for the people. I expect the government to act responsibly. There is a proposal for one lane in each direction on the 405 freeway. Based on California's budget, wouldn't that be the most responsible, financially feasible proposal to implement? I believe that widening the 405 can be done to help alleviate traffic, costing less money and distress to the community (air quality, sound level, excess traffic). There have been other alternatives proposed that would make this possible.

I hope that OCTA and Cal Trans will consider the suggested alternatives and act responsibly on behalf of the people of Orange County.

Thank you for taking the time to read this note.


Sincerely,

Gigi Leiby

College Park East homeowner

PC-L21

PC-L22

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 -- Orange Coast Community College ☐ Thursday, June 7, 2012 -- Rush Park Auditorium
☐ Wednesday, June 6, 2012 -- Westminster Community Center ☐ Thursday, June 14, 2012 -- Fountain Valley Senior Center

Name (First and Last): Margarito Lemos
Organization: Labore
Address (Optional): 1438 Magnolia Ave. Santa Ana, CA 92707
Phone Number: (714) 422-4255 Email address: _____

Comments: In Many Cases construction Workers
have been unemployed anywhere from 8
months to a year and a half.
This in effect has caused them to lose
their homes.

(Space for comments continued on reverse)

RECEIVED

July 1, 2012

JUL 16 2012

Larry Crandall
OCTA Board Member
550 S Main St. PO Box 14184 Orange CA 92863

CCTA
CLERK OF THE BOARD

TEL: (714) 560 6282

Subject: I-405 widening impacting the College Park East Community in the City Seal Beach (Between the SR -73 and I-605)

Dear Board Member:

I am a resident of the City of Seal Beach College Park East Community. I am asking you to vote for Alternative 1 for the I-405 Freeway Improvement project. This alternative will have the most limited community and environmental impacts compared to any other alternative. My community believes this alternative is the best choice because:

1. Alternative 1 does not encroach 10 feet into Almond St. which has an existing soundwall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond a very narrow and probably a one way street. In case you were not aware, Almond Street is a dedicated Tsunami escape route and the only community access route out from the College Park Community. Almond Street needs to be wide and two ways configuration is needed in order to serve as an escape route due to floods and/or Tsunamis and to have bikeways

2. Alternatives 2 and 3 will encroach 10 feet into Almond St and will also impact to existing parks at Astor Street and at Orleander Street. Like many parks in our community, children play and senior citizens walk along Almond Street every day. Mothers and their children walk these parks every day and walk along Almond St. An alternative that encroaches into our community will create expose families and children to more vehicle exhaust which causes respiratory problems, lung disease and/or lung cancer. The closer the freeway is closer to our community, the more exposed to vehicle exhaust and harmful toxics.

3. Funding is only available for Alternative 1. Alternatives 2 and 3 have a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario.

4-Both alternatives 2 and 3 are proposing 10 lanes in each direction in Orange County. These lanes configuration that is being proposed by OCTA makes no sense. This creates a classic bottleneck scenario considering the fact that the I-405 in Los Angeles County contains only 6 lanes

5-The MTA Los Angeles and Caltrans do not have the capital funds to widen the I-405 freeway in Los Angeles County and will not have it until at least 50 years.

Sincerely,


Domingo Leon

4740 Dogwood Avenue Seal Beach, CA 90740

PC-L22 Continued

I-405 WIDENING PROJECT

CITY OF SEAL BEACH: COLLEGE PARK EAST

**QUESTIONS ABOUT RELOCATING THE SOUND WALLS
FACING ALMOND ST AND NARROWING ALMOND ST.**

1. Almond Street is a designated **Tsunami** evacuating and flood route, if you make it one way, how the evacuation path affected and what is the mitigation route proposed. ? Almond St is the only street with and straight alignment. College Park urban design is such that no single street is continuous?
2. The houses on the East side of Almond Street will be only 12 feet from the 405 Freeway. Please provide detail of how are you going to **mitigate for noises** that will affect not only Almond, but all street parallel and perpendicular to Almond Street. Additionally, please provide Caltrans and CEQA permissible versus future noise (by decibel) .Do not refer to existing tables on the EIS .Provide detailed calculations
3. Studies have proved that inhabitants in houses which are less than 500 feet from a freeway will be affected by millions of automobile carbon monoxide and other cancer-causing particles. What is your plan to mitigate this? Do not refer to tables in the EIS Please provide five independent technical studies and/or resources from **university, college professors, hospitals and other health experts your mitigation is acceptable.**

7

PC-L22 Continued

4. By narrowing Almond Street, two existing parks will be affected. One at Astor Street and the other one at Oleander Street. Why are you doing to mitigate the displacement of the parks? Furthermore, young children use these parks for recreation and exercise. By being closer to the freeway, **children will be exposed to more carbon monoxide emissions and can be vulnerable to lung disease, asthma, cancer etc.**

5. Considering studies have shown that air pollution comes from diesel exhaust alone, children may have increased risk of asthma and other respiratory problems living 500 feet of busy roadways, and long term noise exposure can increase stress, hypertension, blood pressure, heart disease, sleep disturbance, hearing impairment, and in children, can lead to learning delays, the community demands for a complete Health Impact assessment be performed for this P.R.

6. You have stated that OCTA was unsuccessfully in convincing the Seal Beach Navy Weapon Station's local commanders in acquiring 10 feet of property on the west side of their property. Please provide meeting notes and copies of communications The Navy has an immense amount of land and encroaching into their property will only take out an access road and maybe a small amount of the existing cabbage field. Why? The response was that it was beyond OCTA, it is a political issue. I am asking for the OCTA Board to address this issue and speak to the Secretary of the Navy through the local Congress members Danna Rohrabacher, Ed Royce and Loretta Sanchez explaining the reasons why the Seal Beach College Park East community is

7
Cont.

PC-L23

Submitted by
Domingo Leon
4740 Dogwood Avenue SEAL BEACH CA 90740
Email:principefelipe007@gmail.com

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Cont.

I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

☒ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center


Name (First and Last): <u>Tom Leonard</u>	
Organization: <u>Local Union 582 Plumbers</u>	
Address (Optional):	
Phone Number:	Email address:

Comments: need alot of improvements } 1

(Space for comments continued on reverse)

PC-L24

PC-L25



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





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☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Tom Leonardo Jr</u>	
Organization: <u>Plumbers Steamfitters Union 582</u>	
Address (Optional): <u>1746 N Shaffer St. 92865</u>	
Phone Number:	Email address:

Comments: Needs lots of improvement

(Space for comments continued on reverse)

From: Sue Lester [esellester@gmail.com]
Sent: Tuesday, July 17, 2012 2:00 PM
To: Parsons, 405.dedcomments
Subject: Proposed 405 fwy Project

Ladies and Gentlemen,

I am writing in regard to the OCTA proposed 405 freeway widening project, specifically Alternative #3. As a resident of Costa Mesa, I am not only concerned but taken aback that the OCTA would favor this alternative that includes demolishing a virtually brand new bridge all in favor of creating toll lanes to generate revenue for the OCTA. Residents in Costa Mesa and Huntington Beach will have their properties encroached on, traffic during this expansion will be disastrous for Costa Mesa residents due to ramp closures and the impacts hindering access to local businesses that may inhibit their sustainability, as well as impact the revenues to our local and regional economies. Our community will be subjected to unnecessary noise, air pollution, and blight from extended construction.

We are in the midst of one of the most difficult economic times our country has experienced. I can't fathom how the OCTA can justify such a project that ultimately will create a "traffic break" for only those who can afford it. I believe it's safe to say, the majority of commuters will not be able to afford the opportunity to use these lanes.

As I understand it, the EIR is full of holes as detailed in a letter sent to you by the Costa Mesa City Attorney. The Cities of Costa Mesa, Huntington Beach, Seal Beach, Westminster, Long Beach and Rossmore are also opposed to this project and have formally made their oppositions known.

I encourage you to abandon this scheme to generate revenue for the OCTA and save the cities from the unnecessary burdens of your ill conceived idea.

I would like to remind all of you that you are on the OCTA Board from designated districts and you are supposed to protect your districts from unreasonable, unnecessary expansions. It would be in every ones best interest if you did just that!

Vote to stop alternative #3 and prevent litigation that none of our cities need!

Thank you in advance for making the right decision!

Sue Lester
 Costa Mesa Resident
 Costa Mesa City Council Candidate- 2012

PC-L26

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Subject: State Route 405 (I-405, San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I-405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition, *Many people living in Mesa North will have their property encroached on and for what? So OCTA can generate revenue for their own purposes. Alternative #2 would be a better option for all affected areas across the board including commuters. More vehicles will benefit by a HOV lane as opposed to a "toll" lane that will only provide traffic relief for those who can afford it. Costa Mesa residents & businesses will suffer. Do the right thing and choose alternative #2. Thank you.*
Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Subant Deshpande
(Name) *Do Not Print* Costa Mesa, Ca 92628
1555 Mesa Verde East #104 Costa Mesa 92626
283 Flower Street Costa Mesa 92627
(Address) (City)



Please keep me informed about future hearings and future steps in the review process for the I-405 project.

PC-L27

From: Jackie Leung [jidleung8@gmail.com]
Sent: Monday, July 16, 2012 11:00 PM
To: Parsons, 405.deircomments
Subject: 405 Expansion and effect on Rossmoor

Dear OCTA,

As a resident of Rossmoor, the 405 expansion project is concerning on several grounds all related to the health, quality of life, and well being of my beloved neighborhood. Some things can be done to help. They are listed as follows:

I would like OCTA to analyze whether reducing northbound lanes sequentially a mile or two before the county line would help mitigate the potential for congestion, air quality impacts and the possibility of motorists using surface streets in Los Alamitos to navigate around the chokepoint. Rather than losing two lanes at the county interface, we would like OCTA to consider squeezing down capacity miles from the county line. If and when Los Angeles County increases the capacity of the 405 in Long Beach, then the additional lanes of traffic could be opened at the county line.

Please also conduct air quality analysis inside Rossmoor and all Rossmoor schools.

We are also asking that OCTA conduct a better outreach effort in Rossmoor to elicit input and carry out real dialogue about the project.

Regards,

Jackie Leung

PC-L28

From: Joe Leung [jleung8@gmail.com]
Sent: Monday, July 16, 2012 10:56 PM
To: Parsons, 405.dedcomments
Subject: Rossmoor Impact

Dear OCTA,

I would like OCTA to analyze whether reducing northbound lanes sequentially a mile or two before the county line would help mitigate the potential for congestion, air quality impacts and the possibility of motorists using surface streets in Los Alamitos to navigate around the chokepoint. Rather than losing two lanes at the county interface, we would like OCTA to consider squeezing down capacity miles from the county line. If and when Los Angeles County increases the capacity of the 405 in Long Beach, then the additional lanes of traffic could be opened at the county line.

Please also conduct air quality analysis inside Rossmoor and all Rossmoor schools

We are also asking that OCTA conduct a better outreach effort in Rossmoor to elicit input and carry out real dialogue about the project.

Regards,

Joe Leung

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PC-L29



I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): SHANE LEVOIT	
Organization: IBEW 441	
Address (Optional):	
Phone Number: 714 820 1047	Email address:


Comments: I REGULARLY TRAVEL THE 405 FWY AND
BELIEVE SOME MUCH NEEDED IMPROVEMENTS ARE
DUE.

1

(Space for comments continued on reverse)



PC-L30

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

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Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center


Name (First and Last): Richard Licerio
Organization: LOCAL 398
Address(Optional): _____
Phone Number: 760-948-7181 Email address: _____

Comments: Anything To Make the 405 Parking lot more convenient
friendly } 1

(Space for comments continued on reverse)

PC-L31

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Richard Licerio
Organization: _____
Address(Optional): 271 S. QUINTANA DR ANA Ca. 92807
Phone Number: 714-397-9955 Email address: rsportsforallchildren.org


Comments: this Project will create jobs in the
city and country. this will help the
local economy. Put people to work
with a career not a hand out. } 1
6/19/2012-

(Space for comments continued on reverse)

PC-L32

PC-L33



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





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☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Mike Lilly</u>	
Organization: <u>Local 582</u>	
Address (Optional):	
Phone Number: <u>(714) 311-1913</u>	Email address:

Comments: Cut down on Travel Time 1

(Space for comments continued on reverse)

3630 Sunflower Circle
Seal Beach, CA 90740
June 27, 2012

John M.W. Moorlach
2nd Supervisorial District
10 Civic Center Plaza
Santa Ana, CA 92701

Re: Renewed Measure M (or Measure M2) approved by voters on November 7, 2006
San Diego Freeway (I-405) Improvement Project proposed by the OCTA

I feel that you must be made aware of the gross miscarriage of the will of the voters. I raise these issues as they specifically relate to Orange County's Renewed Measure M (or Measure M2) approved by voters on November 7, 2006 and the San Diego Freeway (I-405) Improvement Project currently in the Environmental Impact Report (EIR) public comment period proposed by the Orange County Transportation Authority (OCTA).

I have outlined a succinct version of the voter issue below:

- The OCTA completed a study whose results suggested that the best and only way to improve the 405 freeway in North Orange County was to add a single lane in each direction.
- The OCTA and Orange County placed Measure M2 on the ballot specifically stating that additional funds were needed to add one lane to the 405 freeway in each direction. Measure M2 was supported by over 69% of the voters. Orange County residents voted to pay an additional half-cent sales tax to fund this project (and many others outlined in Measure M2).
- Following the passage of Measure M2, the OCTA reaffirmed their commitment to use the funds from Measure M2 to add one lane to the 405 freeway in each direction.
- Six years pass. Now the OCTA is proposing THREE build options—only one of which is the original voter-approved and voter-funded option adding a single lane to the 405 in each direction.

Based on my observations at four public meetings that I have attended concerning the three-build-option proposal, *I believe that OCTA is planning to take the tax payer's money to build something other than the voter-supported and voter-paid option outlined in Measure M2!*

I have taken the time to hunt through various documents and websites to obtain facts that support my contentions.

The OCTA completed a study whose results suggested that the best and only way to improve the 405 freeway in North Orange County was to add a single lane in each direction. Prior to voter-approval of Measure M2, the OCTA completed the "Interstate 405 Major Investment Study." The "Interstate 405 Major Investment Study"

PC-L33 Continued

(as adopted by the Orange County Transportation Authority Board of Directors on October 14, 2005) is summarized and states:

"Alternatives for Improvement

An initial 13 alternatives were narrowed down to two: a minimal widening option (alternative 4) and a moderate widening option (alternative 8b). These alternatives were the result of an extensive collaboration between the OCTA study team, traffic engineers, local public officials, business and community leaders, and commuters and local residents, all of whom gave of their time, ideas, and comments to the study effort. **The alternatives for improvement represent a community consensus about what is feasible to do to improve I-405 in the years ahead.**

After reviewing both alternatives, the project's policy group, consisting of elected officials, city managers and technical staff from each affected city, made a decision to **recommend to the OCTA Board of Directors that only the minimal widening alternative (alt. 4) be moved forward into the environmental study phase.** The Board's Regional Planning & Highways Committee confirmed this decision on September 19. The OCTA Board ratified this approach by choosing alternative 4 as the Locally Preferred Alternative on October 14, 2005.

Alternative 4 adds a general purpose lane in each direction between Brookhurst Street and I-605. It adds auxiliary lanes, linking an on-ramp to the next offramp, in many locations. Alternative 4 generally stays within the existing right-of-way, but there are some property acquisitions in the vicinity of two interchanges requiring improvement. Those interchanges are at Springdale Street/Westminster Avenue and at Magnolia Street/Warner Avenue.

Next Steps

Now that the Board has elected to further study the minimal widening alternative, state and federal regulations require the preparation of an Environmental Impact Report (EIR). Funding is not currently available to begin the EIR process. The process of producing those reports will further refine the project(s) ultimately to be constructed. Once funding is identified it will take two to three years to complete the EIR.¹

The OCTA and Orange County placed Measure M2 on the ballot specifically stating that additional funds were needed to add one lane to the 405 freeway in each direction. Measure M2 was supported by over 69% of the voters. Orange County residents voted to pay an additional half-cent sales tax to fund this project (and many others outlined in Measure M2): On November 7, 2006, the voters of Orange County, California approved Renewed Measure M (also known as Measure M2) imposing a half-cent sales tax in Orange County designed to fund transportation improvements. **The text of this voter-approved ordinance states:**

¹ "What is the San Diego Freeway (I-405) Major Investment Study?" <http://www.octa.net/default.aspx?id=21798&terms=405+mis>

PC-L33 Continued

"The improvements will adhere to recommendations of the Interstate 405 Major Investment Study (as adopted by the Orange County Transportation Authority Board of Directors on October 14, 2005) and will be developed in cooperation with local jurisdictions and affected communities."²

Following the passage of Measure M2, the OCTA reaffirmed their commitment to use the funds from Measure M2 to add one lane to the 405 freeway in each direction: Following the passage of Measure M2, The OCTA 2006 Annual Report lauds itself and the voters of Orange county stating:

"On November 7, 2006, Orange County voters made history by approving the Renewed Measure M Transportation Investment Plan. This is the first time since 1912 that a transportation measure has received a greater than two-thirds majority in Orange County. Orange County voters passed the renewal its first time on the ballot, a **testament to OCTA's success in keeping the promises of the original Measure M.**"³

Two pages later in the annual report, the OCTA reaffirms its commitment to adding a single general purpose lane in each direction to the 405 freeway (the minimal widening option).

"Work began on the Project Study Report for the San Diego Freeway (I-405) MIS after the OCTA Board selected Alternative 4 (the minimal widening option) as the Locally Preferred Strategy."⁴

Six years pass. Now the OCTA is proposing THREE build options—only one of which is the original voter-approved and voter-funded option adding a single lane to the 405 in each direction: The OCTA has prepared its Environmental Impact Report (EIR) and is in the public comment phase of the report. **Three build options are outlined. The proposed "Build Alternative 1" is the option that was presented to the voters in 2006, approved by the voters in 2006, and funded by Orange County tax payers.**

"Build Alternative 1: Add One General Purpose Lane in Each Direction

- o Adds a single general purpose lane in each direction of the I-405 freeway from Euclid Street to the I-605 interchange
- o Interchange improvements within the project limits

Build Alternative 2: Add Two General Purpose Lanes in Each Direction

- o Alternative 2 would add one general purpose freeway lane in each direction on I-405 from Euclid Street to the I-605 interchange (as in Alternative 1), plus add a second general purpose lane in the northbound direction from Brookhurst Street to the SR-

² "San Diego Freeway (I-405) Improvements between the I-605 Freeway in Los Alamitos area and Costa Mesa Freeway (SR-55)", Renewed Measure M Transportation Investment Plan, by Orange County Local Transportation Authority, Page 13, taken directly from the full text of Measure M.

<http://www.octa.net/MeasureM2/REST/ContentStream.aspx?entryid=1346&mode=Download>

³ "Renewed Measure M", OCTA 2006 Annual Report, by Orange County Local Transportation Authority, Page 7.

http://www.octa.net/uploadedfiles/files/pdf/octa_annual_2006.pdf

⁴ "Freeways", OCTA 2006 Annual Report, by Orange County Local Transportation Authority, Page 9.

http://www.octa.net/uploadedfiles/files/pdf/octa_annual_2006.pdf

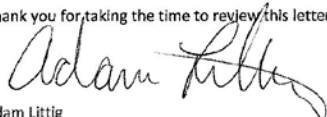
PC-L33 Continued

- 22/7th Street interchange and a second general purpose lane in the southbound direction from the Seal Beach Boulevard on-ramp to Brookhurst Street.
- Build Alternative 3: Express Facility Alternative
- Adds one toll lane to the existing carpool lane that will be managed together (Federal Highway Administration tolling authority required)
 - Adds a single general purpose lane in each direction of the I-405 freeway from Euclid Street to the I-605 interchange
 - Interchange improvements within the project limits⁵

Obviously, both Build Alternative 2 and Build Alternative 3 are NOT "minimal widening options" as proposed, supported, and paid for by the voters in 2006. The OCTA used voter-approved tax payer money allocated to the minimal build option to make preliminary plans for two other alternatives NOT supported by voters. The OCTA is currently completing an EIR for those two plans as well using voter-approved tax payer money allocated to prepare an EIR for only Build Alternative 1. There are many, many other issues with the proposed project including air quality, insufficient funds, noise, bottlenecks that the project would create rather than solve, using taxpayer monies to build toll lanes when the ordinance approved specifically mentions freeways, sound walls, right of way, eminent domain, etc. Most of these issues are exasperated by Build Alternative 2 and Build Alternative 3, but these issues are not the focus of my letter to you.

Based on the attitude and the tone of the four public meetings that I have attended concerning the OCTA's current proposal, I strongly believe that the OCTA is heavily leaning toward Build Alternative 3. The meetings have struck me as public relations meetings designed to convince people that Build Alternative 3 is the best option. The voters of Orange County both SUPPORTED and PAID for Build Alternative 1. No other options should be "considered". The government is flouting the will of the voter. Please do everything that you can to help make sure that the will of voters is implemented—support Build Alternative 1.

Thank you for taking the time to review this letter.



Adam Littig
3630 Sunflower Circle
Seal Beach, CA 90740
adam@adamlittig.com
562-508-0803

⁵ "San Diego Freeway (I-405) Improvement Project." <http://www.octa.net/I-405/IPO.aspx>

PC-L34

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:05 PM
To: Parsons, 405.dedcomments
Subject: Traffic bottleneck

What is the environmental impact of of improving the 405 in orange county and doing nothing in LA county? Won't doing nothing create a bottle neck similar to the north 5 at the OC/LA county line or the one on the north 405 at harbor? Aren't you merely moving and worsening the problem? What is the environmental impact on Seal Beach?

Adam Littig

PC-L35

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:09 PM
To: Parsons, 405.dedcomments
Subject: Almond ave parking and traffic flow

What is the envrionmental impact of moving the almond sound wall to almond avenue and traffic flow and parking?

PC-L36

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:11 PM
To: Parsons, 405.dedcomments
Subject: Health effects of destroying the almond sound wall

What are the health effects--especially to little children playing at the park--of destroying the existing almond sound wall?

PC-L37

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:13 PM
To: Parsons, 405.dedcomments
Subject: Noise polluting from destruction and construction of almond sound wall

What are the environmental effects and noise pollution consequences of the destruction and construction of the almond sound wall to seal beach?

PC-L38

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:15 PM
To: Parsons, 405.dedcomments
Subject: Safety issues for almond sound wall destruction

Prior to the construction of the almond sound wall, home invasions were regular occurrences in college park east because of the easy freeway escape route. Whereas the cost and plans for 24 hour security during the sound wall project?

1

PC-L42

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:22 PM
To: Parsons, 405.dedcomments
Subject: Failure to continue express lanes in LA county

How is the failure to continue the express lanes in build alternative 3 into LA county going to affect congestion and traffic flow and air quality in seal beach and long beach

1

PC-L39

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:17 PM
To: Parsons, 405.dedcomments
Subject: Minimal locally preferred alternative

The minimal locally preferred alternative financed by the voters through the passage of measure M is your build option 1. How will the voters be informed of the miscarriage of their will? When will the vote on alternative 2 and 3 occur?

1

PC-L43

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:28 PM
To: Parsons, 405.dedcomments
Subject: Minimal right of way impacts

Your plans claim minimal impact to right of way, yet no studies have been do to the approximately 1 mile right of way impact to almond avenue, college park east, and seal beach. How is one mile minimal? No study's have been made of this impact.

1

PC-L40

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:18 PM
To: Parsons, 405.dedcomments
Subject: Legality of measure M funds for toll lanes

Why isn't the potential cost of lawsuits related to misuse of voter funds allocated for freeways being used for tollways considered in the report?

1

PC-L44

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:36 PM
To: Parsons, 405.dedcomments
Subject: Seal beach naval weapons station

In a meeting it was claimed that the seal beach naval weapons station won't give up 10 feet of land because of a blast radius issue for a middle repair facility. This argument is based on old data. The seal beach naval weapons station is the only naval weapons station on the west coast which means they store ALL naval nuclear weapons at this facility. The blast radius is many miles. When will this option be revisited? What is the environmental impact of taking 10 feet of dirt versus to feet of sound wall, parking, and road?

1

PC-L41

From: Adam H. Littig [adamlittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:21 PM
To: Parsons, 405.dedcomments
Subject: Loss of carpool lane

Build option 3 changes the existing carpool lane to a pay lane for 2 people and a free lane for 3 people in a vehicle. What is the environmental impact of those 2 person vehicles existing the carpool lane in seal beach and reentering the lane in irvine? How is traffic flow affected by this unstudied alternative 3 impact?

1

PC-L45

From: Adam H. Littig [adamhittig@gmail.com]
Sent: Tuesday, July 17, 2012 4:40 PM
To: Parsons, 405.dedcomments
Subject: Appearance of predetermined decision

The EIR "studies" three alternatives, but clearly argues for option 3 against the will of the voters and the people attending the public meetings. Why isn't option 0 (no build) studied? Why isn't some consideration made to the idea that maybe no project is appropriate given the state of LA county improvements?

1

PC-L46



I-405 Improvement Project Public Hearing Comment Sheet

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☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>PIANK LOMONICA</u>	
Organization: <u>SOUTHLAND MECHANICAL</u>	
Address (Optional): _____	
Phone Number: <u>949-496-6905</u>	Email address: _____

Comments: 1) THE 405 FWY NEEDS A MICRO-RAIL DESIGNED
DOWN THE CENTER.
2) EMERGENCY LANE.
3) TRUCK LANE ONLY.

1

(Space for comments continued on reverse)



PC-L47

PC-L48

6/26/12

To whom it may concern,

We, the Loney's (John & Van) resident
of College Park trust - do not wish
to have the sound wall move as
it will affect the quality of life
and the noise impact which we
would feel.

Thank you

Van Loney
vanloney@gmail.com



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Name (First and Last): <u>Kyle Lonsberry</u>	
Organization: <u>Local 582</u>	
Address (Optional):	
Phone Number: <u>949-212-1553</u>	Email address:


Comments: Needs Improvement, ASAP.

(Space for comments continued on reverse)



PC-L49

PC-L49 Translation



I-405 Improvement Project

Public Hearing

Comment Sheet

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☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Angel Y Lopez

Organization: 5401 WICKWY - WICK - SANTA ANA

Address (Optional): _____





Phone Number: 714-265-5796

Email address: _____

Comments: me gusta- copino- pa para de ser dura

el- tax & CO- uber trabajo

(Space for comments continued on reverse)


Comment:

I like it because it is going to help with traffic and with jobs. } 1

} 1

PC-L50

PC-L50 Translation

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

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Name (First and Last): Austreberto G. López
Organization: Union Labors 652
Address (Optional): _____
Phone Number: _____ Email address: _____

Comments: Se necesita el fW para aliviar
el trafico en todas formas y sea
mas facil llegar al trabajo
y tener mas trabajo de construction

(Space for comments continued on reverse)

Comment:


The freeway is needed to alleviate the traffic in every form, so it can be easier to get to work and also have more construction jobs.

1

1

PC-L51

PC-L52



I-405 Improvement Project Public Hearing Comment Sheet

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 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center


Name (First and Last): <u>CIRIACO Z. LOPEZ</u>	
Organization: <u>Labor Local 652</u>	
Address (Optional): <u>1712 HALLADAY SANTA ANA CA 92707</u>	
Phone Number:	Email address:

Comments:

IT WILL IMPROVE TRAFFIC DURING PEAK HOURS AND ALSO IT WILL HELP TO CREATE MORE JOBS

(Space for comments continued on reverse)



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 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>David Lopez</u>	
Organization:	
Address (Optional):	
Phone Number: <u>(323) 695-8480</u>	Email address: <u>davidlopez16@sbcglobal.net</u>

Comments:


I strongly agree that the 405 project Extension is needed. It will help ^{maintain} more jobs and in turn stimulate the California Economy.

(Space for comments continued on reverse)

PC-L53

PC-L53 Translation

 **I-405 Improvement Project**
Public Hearing
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Name (First and Last): Felipe S Lopez
 Organization: Local 659
 Address (Optional): _____
 Phone Number: _____ Email address: _____

Comments: Se necesita para
que el trafico corra mas Rapido
y con mas Seguridad

(Space for comments continued on reverse)


   

Comment:

It is needed so traffic flows faster and safer.

1

PC-L54



I-405 Improvement Project Public Hearing Comment Sheet

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Name (First and Last): <u>Gudrun Lopez</u>	
Organization: _____	
Address (Optional): <u>14645 Hanes Street Winnetka CA 90604</u>	
Phone Number: _____	Email address: <u>gudrunlopez42@hotmail.com</u>

Comments: I drive thru this freeway and there is
always lot of traffic, makes commute difficult.
This project is needed. Alternative 3 is
the best solution to this problem.

(Space for comments continued on reverse)

PC-L55



I-405 Improvement Project Public Hearing Comment Sheet

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 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Ismael Lopez</u>	
Organization: <u>Local 153 Laborers</u>	
Address (Optional): <u>620 E Chabryn Cir Orange CA 92666</u>	
Phone Number: <u>(714) 771-1670</u>	Email address: _____

Comments: empleo en el comercio de construcción esta en lo mas
bajo de todos los tiempos

(Space for comments continued on reverse)






PC-L55 Translation

Comment:

Employment in the construction industry is at its lowest point ever.

1


PC-L56

 I-405 Improvement Project Public Hearing Comment Sheet	
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<input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center	<input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center
Name (First and Last): <u>Jesus A. Lem Lopez</u>	
Organization: <u>Labor Local 650</u>	
Address (Optional): _____	
Phone Number: <u>714-836-7555</u>	Email address: _____
Comments: <u>EMPLOYMENT IS REALLY LOW & HAVE EXHAUSTED</u> <u>THEIR/OUR UNEMPLOYMENT BENEFITS & HAVE CAUSED ALOT</u> <u>OF HOME OWNERS TO LOOSE THEIR HOMES. THIS</u> <u>PROJECT IS GOING TO CREATE ALOT OF JOBS FOR</u> <u>THE CITY AND THE COUNTRY.</u>	
(Space for comments continued on reverse)	
   	

1

PC-L57

PC-L58



I-405 Improvement Project Public Hearing Comment Sheet

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 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Large Lopez</u>	
Organization:	
Address (Optional): <u>2529 S. Lowell Santa Ana Ca. 92707</u>	
Phone Number: <u>(714) 5461825</u>	Email address:

Comments: Need more work - The Freeway's need to be expanded due to over crowding traffic. I am a construction worker. I build freeways. That why this project is very important.

(Space for comments continued on reverse)



I-405 Improvement Project Public Hearing Comment Sheet

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Name (First and Last): <u>JOSE L. LOPEZ</u>	
Organization:	
Address (Optional):	
Phone Number: <u>(562) 841-5188</u>	Email address:


Comments: BETTER ROADS, LESS ACCIDENTS.

(Space for comments continued on reverse)

PC-L59

PC-L59 Translation

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

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Name (First and Last): Manuel E Lopez
Organization: Labors Local 1052
Address (Optional): 1109 N Spurgeon ST Santa Ana CA 92701
Phone Number: 714) 760-3791 Email address: _____

Comments: mucho Trafico muchos accidentes
necesitamos mas Lines en el Frigues
para abitar todos esos accidentes,

(Space for comments continued on reverse)

Comment:


A lot of traffic, too many accidents; we need more lanes in the freeways to avoid all these accidents.

} 1

} 1

PC-L60

PC-L61



I-405 Improvement Project Public Hearing Comment Sheet

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Name (First and Last): <u>MARC Lopez</u>	
Organization: <u>Laber Local 1652</u>	
Address (Optional): <u>1613 W Melrose C.A.</u>	
Phone Number:	Email address:

Comments: If will also help our infrastructure of the bridge & street

(Space for comments continued on reverse)



I-405 Improvement Project Public Hearing Comment Sheet

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Name (First and Last): <u>Ramon Lopez</u>	
Organization:	
Address (Optional): <u>3500 Griffith Ave, LA, CA 90021</u>	
Phone Number:	Email address: <u>monch54@hotmail.com</u>


Comments: This improvement project is important because it will improve traffic conditions. The important part it will enhance road safety.

(Space for comments continued on reverse)

PC-L62

PC-L62 Translation

 **I-405 Improvement Project**
Public Hearing
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Name (First and Last): Ramon L Lopez
Organization: _____
Address (Optional): _____
Phone Number: PH 722 0964 Email address: _____

Comments: _____

Queremos que AYA MAS TRABAJOS
que AYA MENOS CONGESTIONAMIENTO

(Space for comments continued on reverse)

Comment:


We want more jobs and less traffic.

} 1

} 1

PC-L63

PC-L64



I-405 Improvement Project

Public Hearing

Comment Sheet

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Name (First and Last): RICARDO LOPEZ	
Organization: Laber Local 652	
Address (Optional): 16951 WELLS ST LAKE EL SINORE CA. 92530	
Phone Number: (951) 764-9364 CELL	Email address: RICARDO LOPEZ 59@YAHOO.COM

Comments: DEAR PROJECT PUBLIC HEARING IT'S BEEN HAVING EXHAUSTED W/ BENEFITS & LOSSES I NEED HELP W/ ECONOMY IN MY HOME W/ MY FAMILIES BEFORE GET WORSE W/ CONSTRUCTION TRADE ALSO FINANCIAL HARDSHIP

(Space for comments continued on reverse)



I-405 Improvement Project

Public Hearing

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Name (First and Last): VICTOR A LOPEZ	
Organization: Labers Local 652	
Address (Optional): 1713 Halladay St Santa Ana CA 92707	
Phone Number: 714-268-3194	Email address:

Comments: By doing the I-405 Improvement Project I think it will create more jobs for the community, and it will improve in the traffic in peak period (hours). It will be good for all people because they will be spending more time with their family by not been stuck in traffic.

(Space for comments continued on reverse)

PC-L65

From: Tim Lough [tlough@gmail.com]
Sent: Monday, June 18, 2012 7:54 PM
To: Parsons, 405.cedcomments
Subject: AGAINST

I have read the documents on the Department of Transportation web site, and I am AGAINST this project.

The freeway is plenty wide and only becomes congested during rush hour.

I would prefer to look at innovative solutions to clean, mass transit or ways to reduce commuting to work, rather than to stick with 70's era "just make the freeway wider" thinking. My God, the freeway is already sixteen lanes wide!!

Judging by your email address I'm guessing that you are not impartial on this matter. Nonetheless, I hope that you will pass along my comments and wishes.

Tim Lough

PC-L66






From: Andrea Erickson [mailto:andreaerickson@cox.net]
Sent: Thursday, June 07, 2012 9:43 PM
To: Christina Byrne
Subject: 405 plans- Ellis

I am writing to voice my opinion regarding the proposed expansion plans of the 405 Fwy. And the off ramp on Ellis. This off ramp would cause irreparable harm to an established Costa Mesa neighborhood and a lovely neighborhood park, (Moon Park). I have several family members and friends in the Mesa Verde neighborhoods and worked for many years in a local business park. The river trail offers a lovely oasis during the work week and Moon Park provides local families a convenient and fun play area. And yes, I spend a great deal of time on the 405Fwy but I believe that any perceived benefit of this plan is off set by the expense, cost, added pollution and inevitable impact on our neighborhoods. I strongly urge a bike path that would encourage better health and perhaps lessen our dependence on the auto.

Thank you for your review,

Andrea Erickson Lowery
 25271 Dayton
 Lake Forest, CA

PC-L67

 I-405 Improvement Project Public Hearing Comment Sheet	
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Name (First and Last): <u>NICHOLAS CHAVEZ LOZA</u> Organization: <u>Lobo Local 652</u> Address (Optional): <u>835 S. OLIVE ST SANTA ANA CA</u> Phone Number: <u>(714) 296-6367</u> Email address: _____	
Comments: <u>I STRONGLY BELIEVE THAT</u> <u>THIS IS A GREAT PROJECT.</u> <u>THIS WILL REDUCE CONGESTION, INCREASE</u> <u>MOBILITY AND IMPROVE TRIP RELIABILITY</u> <u>AND ALSO THIS WILL CREATE JOBS</u> <u>FOR MANY PEOPLE</u>	
(Space for comments continued on reverse)	
   	

PC-L68

From: Kris Ludington [kludington@socal.rr.com]
Sent: Monday, July 16, 2012 7:43 PM
To: Parsons, 405.dedcomments
Cc: kludington@socal.rr.com
Subject: 405 Expansion Project Comments

I am a long time resident of Midway City, 40+ years, and absolutely understand the need to widen the 405. However, I vehemently oppose imminent domain. Although I would prefer not to have any widening from a personal perspective, I would support the addition of 1 lane each way. In no way would I support the addition of more than 1 lane nor a toll road type of lane.

Some significant concerns include the following:

- Noise – what will be done to sound proof the adjacent neighborhoods? If this includes sound walls, how will the possibility of graffiti be handled?
- Traffic – traffic is already an issue in and out of the track in which I live. How will this be addressed to minimize any additional traffic?
- Safety – along with additional traffic comes the issue of public safety. What is being done to address this and ensure public safety?
- Property Values – what is being done to protect if not enhance the property values of the current neighborhoods in the impacted areas?
- Filth – this expansion will bring the freeway that much closer to my doorstep and along with it additional dirt and grime. How is this being addressed?

What areas have been included in any and all environmental impact reports for each of the issues above? How is this being funded? Will there be an additional tax? This I will not support. I ask that you please consider those in the impacted areas as you come to a conclusion that would be a benefit to all concerned.

Respectfully,
Kris Ludington

PC-L69

From: Robert Lujan [r.lujan@verizon.net]
Sent: Sunday, July 15, 2012 7:04 PM
To: Parsons, 405.dedcomments
Cc: r.lujan@verizon.net
Subject: 405 FWY CONSTRUCTION CONCERNS

My wife and I are both residents of Rossmore and have been for many years. My wife suffers from respiratory problems, I am 76 years of age and healthy enough to be employed, But I must admit my health is reaching a point where I am more sensitive to pollution and other environmental concerns. I am in full support of the issues presented by our association.
Robert and eva

PC-L70



**I-405 Improvement Project
Public Hearing
Comment Sheet**

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Elias Lung</u>	
Organization: <u>Local 582</u>	
Address(Optional): <u>1643 Gulf Ave Wilmington CA 90744</u>	
Phone Number: <u>310-344-1616</u>	Email address:

Comments: Traffic is heavy, that will improve the commute back & forward

(Space for comments continued on reverse)



PC-L72

From: Esther Lurwig [elur6483@rcadrunner.com]
Sent: Sunday, July 01, 2012 2:47 PM
To: Parsons, 405.dedcomments
Subject: : 405 freeway by College Paark East Homes

Going northbound 405 at SB blvd, will be difficult as the first two lanes will exit at Seventh St, the next two lanes become start of the 605 fwy, one will have to get over four lanes to continue on the 405 north.

PC-L72 Continued

Excess traffic will go onto Lampson Ave and Seal Beach Blvd. which is now used as a bypass for the 405,

What is the air quality impacts of SB College Park East?

Toll express toll lane will only serve three people per vehicle. People who can afford to use it may be the only ones to use it. This lane will bypass local shopping areas causing a loss of sales tax revenue.

With a center line movement, a 4 foot shoulder and 405 realignment the Almond Ave. sound wall will not need to be moved into SB College Park East.

Yours truly

Esther Lurwig

4
5
6
7

PC-L73



**I-405 Improvement Project
Public Hearing**

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): MRS. TRINNA L. LITTLE	
Organization:	
Address (Optional): 3550 Goldenrod Cr., Seal Beach Ca 90740	
Phone Number: 562 493 1213	Email address: T3L44@yahoo.com

Comments: I have been an owner at this address since 1988. We were aware of the 405 when we bought the property, but with the sound wall and with ample trees on the freeway side of the wall to help deflect the noise and particulate matter, it seemed that our concerns might have little basis. Then the trees were removed, and replaced with nothing to help offset the dust, the noise and the air base debris, and the traffic volume

(Space for comments continued on reverse)



1

PC-L73 Continued

continued to increase.

The quality of life on my cul de sac has been adversely affected already and will be even more degraded by any increase in traffic and the accompanying by products.

The EIR does not sufficiently address this noise and pollution, nor does it make any reference to the health hazards posed by this pollution.

There seems to be a disproportionately large consideration given to those drivers passing through our freeways and a disproportionately small consideration given to those of us who live in the area, and the damage this pollution does to property.

I want the free way sound wall to be left in place. I want these landscaping (as in large trees) on the free way side of that sound wall.

If you must build something, what about mag-lev or Express Bus lanes to reduce cars & their pollution. One lane each direction added is the only acceptable alternative.

Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
Ms. Smita Deshpande
Branch Chief - Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Responses may also be emailed to:
405.deircomments.parsons@parsons.com

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

RESPONSE TO PUBLIC COMMENTS (PC)-L

Response to Comment Letter PC-L1

Comment PC-L1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L2

Comment PC-L2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Soundwalls S907 and S935 have been recommended in this area to abate traffic noise impacts to College Park and residences along the southbound Bolsa Avenue on-ramp, respectively. Soundwalls are designed in accordance with Caltrans guidelines. This project cannot recommend soundwalls to be higher or longer than required by Caltrans requirements. Please also see Common Response – Noise/Noise Analysis.

Response to Comment Letter PC-L3

Comment PC-L3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-L3-2

Please see Responses to Comments PC-L2-1 and PC-B25-3.

Comment PC-L3-3

No one is obligated to use the Express Lanes in Alternative 3. Express Lanes provide an option for a reliable uncongested trip in exchange for payment of a toll. Please see Common Response – Opposition to Tolling.

Comment PC-L3-4

Please see Common Response – Measure M Funding.

Comment PC-L3-5

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Response to Comment Letter PC-L4**Comment PC-L4-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-L5**Comment PC-L5-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-L6

Comment PC-L6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-L7

Comment PC-L7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L8

Comment PC-L8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-L8-2

We appreciate the comment. Regarding the change in occupancy requirement to three persons per vehicle in the Express Lanes of Alternative 3, please see Common Response – Opposition to Tolling.

Comment PC-L8-3

The experience on SR-91 is that motorists from all income groups use the Express Lanes. Furthermore, all users of I-405 would benefit from the Express Lanes regardless of whether they use the Express Lanes or the GP lanes. Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with lower throughput (approximately 1,200 vehicles per lane per hour) than the Express Lanes, whose throughput will be managed to approximately 1,700 vehicles per lane per hour. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. By providing more throughput per lane through management of the

Express Lanes, traffic in the GP lanes would be reduced and congestion eased; for two conditions with the same total number of lanes and congested conditions, congestion in the GP lanes would be less if two of the lanes were managed to increase their throughput. Please see the rows of Table 3.1.6-14 labeled “Brookhurst Street to SR-22 East” for a comparison of the throughput of Alternatives 2 and 3 with the same total number of lanes.

Comment PC-L8-4

It is correct that the Express Lanes depend on congestion. All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor, including the portion of the corridor south of Brookhurst Street in Costa Mesa, as shown in Draft EIR/EIS Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13.

Comment PC-L8-5

With respect to access to the Express Lanes in Costa Mesa, please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Response to Comment Letter PC-L9**Comment PC-L9-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L10**Comment PC-L10-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-L10-2

A regional emissions analysis was completed based on VMT and vehicle speeds. Regional criteria pollutant and VOC emissions are presented in Tables 3.2.6-5 through 3.2.6-7 of the

EIR/EIS. Differences in the anticipated 2020 and 2040 operational emissions for Alternative 3 are minimal. Tables 3.2.6-6 and 3.2.6-7 show that emissions for the build alternatives are generally less than the existing and future no-build conditions. This decrease is due to higher vehicle speeds, which generally result in lower emission rates; therefore, the project would result in a beneficial effect related to regional operational emissions. Please see Common Responses – Air Quality and Health Risks.

Comment PC-L10-3

The project's anticipated impacts to the human environment are described in Chapters 3 and 4 of the Draft EIR/EIS. There are no endangered species in the project area.

Comment PC-L10-4

Caltrans and OCTA acknowledge your opposition to Alternative 3. Please see Common Response – Opposition to Tolling.

Response to Comment Letter PC-L11

Comment PC-L11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative and Opposition to Tolling.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes and Preferred Alternative Identification.

Comment PC-L11-2

Please see Response to Comment PC-L11-1.

Response to Comment Letter PC-L12

Comment PC-L12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-L12-2

Caltrans and OCTA acknowledge your opposition to tolling. Please see Common Response – Opposition to Tolling.

Comment PC-L12-3

The air quality analysis for the project has been prepared in accordance with the requirements under NEPA and CEQA, as well as those by the Clean Air Acts, Transportation Conformity Regulations, and policies and guidance by EPA, FHWA, and Caltrans, as appropriate.

Comment PC-L12-4

Renewed Measure M, which is providing the funding for all or part of the build alternatives, is part of a comprehensive program providing transit and local street and highway improvements and services in Orange County.

Comment PC-L12-5

A TSM/TDM Alternative is included in the Draft EIR/EIS, but it was not found to meet the project's purpose and need; however, elements of the TSM/TDM Alternative have been incorporated into all of the build alternatives. These elements are identified on page 2-17 of the Draft EIR/EIS.

Comment PC-L12-6

Bike and pedestrian facilities provided by the build alternatives are summarized in the Draft EIR/EIS on page 3.1.6-103, compared to the No Build Alternative summarized on page 3.1.6-34.

Comment PC-L12-7

Several measures have been incorporated into the project to reduce construction-related impacts to residents and businesses, including, but not limited to, LU-2, COM-2, COM-10, COM-11, and T-1. These measures can be found in Draft EIR/EIS Appendix E, Environmental Commitment Record.

Response to Comment Letter PC-L13**Comment PC-L13-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Preferred Alternative Identification and Measure M Funding.

Respuesta a la Carta De Comentario PC-L14

Comentario PC-L14-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-L14

Comment PC-L14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L15

Comment PC-L15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L16

Comment PC-L16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-L16-2

Please see Response to Comment PC-L16-1.

Comment PC-L16-3

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Comment PC-L16-4

Under Alternative 1, the existing 18-ft-high soundwall along Almond Avenue would remain as-is and untouched. Since the public meetings, design modifications were made to Alternative 3 that would allow the same existing soundwall to also remain as-is; however, the design changes required to change Alternative 2 enough to allow the existing wall to remain as-is are not acceptable to current design and safety standards. Under Alternative 2, sections of the existing soundwall would need to be removed, relocated, and replaced in-kind along the project alignment where space is needed for the proposed project's additional lanes and required safety features. Please also see Common Response – Almond Avenue Soundwall.

Typically, soundwalls are planned to be constructed at early phases of the project when it is possible to provide construction noise mitigation measures; however, it may not be possible to construct the replacement soundwall without first removing the existing soundwall due to space limitations. During the final design when details of the construction activities becomes available, noise levels will be calculated and appropriate mitigation measures will be identified. This information will be included in the Noise and Vibration Construction Monitoring and Mitigation Plan.

Under the Caltrans' Traffic Noise Analysis Protocol used for this study, ground-level exterior and interior noise levels are addressed and examined using the NAC of Title 23, Part 772 of the CFR, titled "Procedures for Abatement of Highway Traffic Noise and Construction Noise" (23 CFR 772). Based on Caltrans' Protocol, if noise-sensitive land uses would experience an hourly equivalent continuous traffic noise level of 75 dBA or higher and a soundwall cannot provide feasible noise abatement to the exterior outdoor use areas, then interior noise abatement measures such as building façade upgrades (e.g., double-paned windows and air conditioning so that windows can be closed for a prolonged period of time) may be considered. For all cases in this project, recommended soundwalls provide required abatement to the exterior use areas with noise levels of 75 dBA or higher; therefore, no interior acoustical abatement measures were considered. Please also see Common Response – Noise/Noise Analysis.

Comment PC-L16-5

A regional emissions analysis was completed based on VMT and vehicle speeds. Regional criteria pollutant and VOC emissions are presented in Tables 3.2.6-5 through 3.2.6-7 of the EIR/EIS. Differences in the anticipated 2020 and 2040 operational emissions for Alternative 3 are minimal. Tables 3.2.6-6 and 3.2.6-7 show that emissions for Alternative 3 are generally less than the existing and future no-build conditions. This decrease is due to higher vehicle speeds, which generally result in lower emission rates; therefore, the project would result in a beneficial effect related to regional operational emissions. Please see Common Responses – Air Quality and Health Risks.

Comment PC-L16-6

Please see Response to Comment PC-L16-1.

Comment PC-L16-7

No one is obligated to use the Express Lanes in Alternative 3. Express Lanes provide an option for a reliable uncongested trip in exchange for payment of a toll.

Because the Express Lanes have more throughput during congested hours than the GP lanes, the GP lanes will benefit from diversion of traffic from the GP lanes to the Express Lanes.

The SR-91 Express Lanes generate sufficient revenue to provide additional improvements in the corridor both on the GP lanes and to other modes. The financial problems of the SR-73 toll road located in southern Orange County are well known. All motorists pay a toll to use that road. The tolled Express Lanes proposed in Alternative 3 are only two lanes of I-405 in each direction. The remainder of the lanes on I-405 remains free, and HOVs meeting the occupancy requirement will use the Express Lanes free. For additional information, please see Common Response – Opposition to Tolling.

Comment PC-L16-8

With respect to the potential loss of business due to the limited access to the Express Lanes, please see Common Response – Opposition to Tolling.

Comment PC-L16-9

Please see Response to Comment PC-L16-1.

Response to Comment Letter PC-L17**Comment PC-L17-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. The number of employees and annual revenue data has been updated.

Response to Comment Letter PC-L18**Comment PC-L18-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-L18-2

Please see Response to Comment PC-L18-1 and Common Responses – Compensation for Property Acquisition and Property Values.

Comment PC-L18-3

Under the No Build Alternative, vehicles entering I-405 northbound from Seal Beach Boulevard must merge one lane left to access I-605 and one more lane left to continue on I-405 northbound. Under all of the alternatives, one lane change plus a lane merge downstream of the SR-22 westbound off-ramp would be required to reach I-605 and two additional lane changes to reach I-405.

Comment PC-L18-4

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-L18-5

Please see Responses to Comments PC-L18-1 through PC-L18-4.

Response to Comment Letter PC-L19

Comment PC-L19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Comment PC-L19-2

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-L20

Comment PC-L20-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Renewed Measure M was passed by the voters of Orange County, and the proposed project was included in that measure. For additional information, please see Common Response – Measure M Funding.

Comment PC-L20-2

Under the No Build Alternative, vehicles entering I-405 northbound from Seal Beach Boulevard must merge one lane left to access I-605 and one more lane left to continue on I-405 northbound. Under all of the alternatives, one lane change plus a lane merge downstream of the SR-22 westbound off-ramp would be required to reach I-605 and two additional lane changes to reach I-405.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-L20-3

Please see Response to Comment PC-L20-1.

Response to Comment Letter PC-L21**Comment PC-L21-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L22**Comment PC-L22-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-L22-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-L22-3

Please see Response to Comment PC-L22-2.

Comment PC-L22-4

Please see Common Response – Measure M Funding.

Comment PC-L22-5

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-L22-6

With respect to potential improvements on I-405 in Los Angeles County, see Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach.

Comment PC-L22-7

None of the proposed alternatives would result in Almond Avenue becoming a one-way street. Evacuation routes would be unaffected. Please see the Common Response – Almond Avenue

Soundwall. The common response covers noise. Appendix N of the Draft EIR/EIS provides details regarding noise. The common response also covers air quality and health risks. We are not aware of any technical studies other than those prepared for the I-405 Improvement Project EIR/EIS that address air quality and health risks in the College Park East area related to the proposed widening of the I-405.

Encroachment into parks is covered in the Draft EIR/EIS is Section 3.1.1, Land Use. Table 3.1.1-2 of the Draft EIR/EIS shows that none of the build alternatives would encroach into either Almond Park or Aster Park. With respect to air quality and health risks, these are covered in Common Response – Almond Avenue Soundwall.

With respect to potential encroachment into the NAVWPNSTA Seal Beach, please see Common Response – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

With respect to potential impacts on property values, please see Common Response – Property Values.

Environmental justice is covered in the Draft EIR/EIS in Section 3.1.4.3, Environmental Justice. The section concludes that “the proposed project alternatives would not cause disproportionately high and adverse effects on minority or low-income populations within the context and intent of EO 12898.”

Response to Comment Letter PC-L23

Comment PC-L23-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L24

Comment PC-L24-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L25**Comment PC-L25-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-L25-2

Renewed Measure M was passed by the voters of Orange County, and the proposed project was included in that measure. For additional information, please see Common Response – Measure M Funding.

Response to Comment Letter PC-L26**Comment PC-L26-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Comment PC-L26-2

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-L27**Comment PC-L27-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Dropping the additional GP lane in Alternatives 1 and 3 upstream of I-605 near Valley View Street as suggested in the comment would create a chokepoint at the drop location because there would be no roadway to receive the lane's traffic. Carrying that lane to I-605 and providing a full

two-lane exit at the beginning of I-605 provides a location for ending the lane that has the capacity to receive the lane's traffic. Consideration was given to dropping the second additional lane included in Alternative 2 just south of SR-22, but this was rejected due to the level of congestion such a bottleneck would create. Carrying the second lane to the SR-22 West exit ramp provides a location for ending the lane that has the capacity to receive the lane's traffic.

Comment PC-L27-2

Section 3.2.6 of the Draft EIR/EIS included a detailed air quality assessment. On a local level applicable to Rossmoor and schools located within Rossmoor, the analysis quantified potential impacts associated with traffic on surface streets, PM concentrations near the project corridor, and MSATs. Regarding CO concentrations on surface streets, a CO hot-spot analysis was completed based on the methodology provided in the Caltrans CO Protocol. The EPA CAL3QHC micro-scale dispersion model was used to calculate CO concentrations. The traffic volumes and associated concentrations are identical for each build alternative. A worst-case representative sample of intersections was chosen based on low LOS and high traffic volumes. Tables 3.2.6-9 and 3.2.6-10 show that 1- and 8-hour CO concentrations would be well below the State and federal standards at the highest volume and most congested intersections, including Seal Beach Boulevard at I-405.

Regarding PM concentrations, the proposed project would relieve congestion and improve operational efficiency on I-405 between SR-73 and SR-605. The project corridor has insufficient capacity to accommodate existing and projected travel demands between the SR-73 interchange and I-605. As discussed in the transportation analysis, the build alternatives would increase freeway capacity to address the existing deficiencies. As a result, freeway mainline and interchange operating conditions would improve. It is important to note that vehicle speeds would improve on both the mainline and in the HOV lanes. Peak-hour congestion would be reduced, leading to a reduction in vehicle idling and associated emissions. The transportation analysis assessed more than 75 intersections in the project area. The analysis indicated that none of the intersections operating at a poor LOS (i.e., D, E, or F) without the project would be further congested with the proposed improvements. To the contrary, the proposed project reduces queuing onto arterials due to mainline congestion and ramp meter operation and decreases arterial congestion. It is unlikely that PM hot spots would be associated with the proposed project because local accumulation and delay of vehicles would be reduced by the project. Potential localized PM increases associated with the increase in average daily traffic would be offset by the increase of vehicle speed in the project area, which is an indication of reduced congestion and idling of vehicles; therefore, the project is not expected to cause an adverse effect with respect to localized concentrations of PM_{2.5} or PM₁₀ at any nearby sensitive receptor. Tables 3.2.6-5 through 3.2.6-7 present emissions, including PM₁₀ and PM_{2.5}, from vehicles traveling

along the project corridor for the years 2009, 2020, and 2040 (i.e., existing, opening, and design years, respectively). Estimates of PM₁₀ and PM_{2.5} emissions for opening and horizon years show that project implementation would not generate significant additional daily emissions. Because the VMT and the number of trucks (not percentage) are predicted to increase with time, the paved road dust emissions would increase with time. This finding is consistent with the emission inventories reported in the SCAQMD 2007 AQMP, which also shows an increase of road dust emissions with time. Because paved road emissions are included in the 2007 Air Quality Management Plan and the PM_{2.5} State Implementation Plan, paved road emissions have been accounted for as part of the PM_{2.5} attainment plan; therefore, the proposed project is not expected to cause new violations, increase the frequency or severity of any existing violations, or delay timely attainment of the NAAQS. In conclusion, based on the detailed PM hot-spot analysis presented above, which is consistent with 40 CFR 93.116 and 93.123 and EPA's hot-spot guidance, the proposed project would not cause or contribute to, or worsen, any new localized violation of PM₁₀ and/or PM_{2.5} standards.

Regarding MSAT emissions, EPA has identified seven compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from their 1999 National Air Toxics Assessment. These are acrolein, benzene, 1,3-butadiene, DPM plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter. FHWA, in its Interim Guidance published on September 30, 2009 (Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents), recommends a range of options deemed appropriate for addressing and documenting the MSAT issue in NEPA documents. Based on the FHWA guidance, the proposed project has the potential for meaningful differences in MSAT emissions among project alternatives; therefore, level of emissions for the highest priority MSATs for the No Build Alternative and build alternatives was evaluated (Level 3 Analysis). Emissions would likely be lower than present levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

As stated in Chapter 11 of the Caltrans Standard Environmental Reference, diesel exhaust is an important issue on facilities with large volumes of truck traffic. It is known that exposure to diesel exhaust over time can have effects on health. Criteria and quantitative methods for assessing diesel impacts are not yet developed at the regulatory level; however, it is important to document any sensitive land uses in the vicinity of the project. These include schools, medical centers, and similar health-care facilities, child-care facilities, parks, and playgrounds located 500 ft from the edge of the nearest traveled lane. Figures 3.2.6-3 through 3.2.6-5 show sensitive receptors within 500 ft of the ROW. No Rossmore schools, including Hopkinson Elementary School, are located within 500 ft of the ROW.

Comment PC-L27-3

Outreach to the Community of Rossmoor included a scoping meeting in fall 2009, a mailing to a 0.25-mile radius of I-405 in May 2012, and a public hearing in June 2012 during circulation of the Draft EIR/EIS. Banners regarding the public hearing in June 2012 were posted at the entrances to the Rossmoor community on St. Cloud and Bradbury, and advertisements were placed in the following newspapers prior to the Rossmoor public hearing at Rush Park:

- *OC Register*: May 18, June 1, 2, 8, 9, and 11, 2012
- *Daily Pilot*: May 30, June 1, and June 3, 2012
- *Huntington Beach Independent*: May 31 and June 7, 2012
- *Westminster Herald*: May 31 and June 7, 2012
- *Nguoi Viet News*: May 18, 2012
- *Long Beach Press Telegram*: May 18, 2012
- *Excelsior*: May 18, 2012

Five e-blasts were also sent to any Rossmoor residents on the project database.

Response to Comment Letter PC-L28

Comment PC-L28-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-L28-2

Please see Response to Comment PC-L27-2.

Comment PC-L28-3

Please see Response to Comment PC-L27-3.

Response to Comment Letter PC-L29

Comment PC-L29-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L30**Comment PC-L30-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L31**Comment PC-L31-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L32**Comment PC-L32-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L33**Comment PC-L33-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The specific language in Measure M2 with respect to Project K states that the project would “add new lanes to the San Diego Freeway [I-405] between I-605 and SR-55, generally within the existing ROW. The project will make best use of available freeway property, update interchanges, and widen all local overcrossings according to city and regional master plans.” This language does not explicitly preclude use of Measure M2 funding for tolled facilities, nor does Measure M2 limit transportation improvements to those specified in the measure. Please see Common Response – Measure M Funding.

Comment PC-L33-2

There is nothing in Renewed Measure M that either precludes or requires additional improvements beyond the single GP lane proposed in Alternative 1. OCTA has indicated that improvements to I-405 in addition to those identified in Alternative 1, the single GP lane in each direction referenced in the comment, would not be funded with Renewed Measure M revenues.

Comment PC-L33-3

Please see Response to Comment PC-L33-1.

Comment PC-L33-4

Please see Response to Comment PC-L33-1.

Comment PC-L33-5

Please see Response to Comment PC-L33-1.

Comment PC-L33-6

Please see Response to Comment PC-L33-1.

Comment PC-L33-7

Please see Response to Comment PC-L33-1 and Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-L34

Comment PC-L34-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-L35

Comment PC-L35-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-L36

Comment PC-L36-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-L35-1.

Response to Comment Letter PC-L37

Comment PC-L37-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-L35-1.

Response to Comment Letter PC-L38

Comment PC-L38-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-L35-1.

Response to Comment Letter PC-L39

Comment PC-L39-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-L33-1 and Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-L40

Comment PC-L40-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-L33-1.

Response to Comment Letter PC-L41

Comment PC-L41-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Analysis of the traffic performance of the transition areas is presented in the Draft EIR/EIS and summarized in Table 3.1.6-17.

Response to Comment Letter PC-L42

Comment PC-L42-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-L43

Comment PC-L43-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The proposed project is subject to federal and State environmental review requirements. Caltrans, as assigned by FHWA, has prepared this joint Draft EIR/EIS in compliance with both CEQA and NEPA. Impacts to Almond Avenue, College Park East, and Seal Beach have been disclosed and summarized in Chapters 3 and 4 of the EIR/EIS. Please see Common Response – Insufficient Environmental Document/Mitigation Measures.

Response to Comment Letter PC-L44

Comment PC-L44-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

The priority of the design team was to minimize the residential impacts, including ROW. OCTA, Caltrans, and FHWA have worked extensively with the Navy to move I-405 toward and into the Navy property to avoid impacting the residential areas on the northbound side of I-405. Please see Common Response – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

Response to Comment Letter PC-L45

Comment PC-L45-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

All three build alternatives and the No Build Alternative are studied equally. Please see Chapter 2, Project Alternatives, for a description of these alternatives that were developed to address the project's purpose and need. The evaluation of project alternatives included an assessment of traffic LOS and other congestion-relief performance criteria, environmental impacts, and effectiveness in addressing the project's purpose and need. The potential effectiveness of each

alternative to achieve the project purpose and address the project need was based on extensive deliberation by the PDT, input garnered from various State and federal agencies, and comments received from the public during the public scoping meeting. The alternatives considered viable for the I-405 Improvement Project are Alternative 1 (Add One GP Lane in Each Direction), Alternative 2 (Add Two GP Lanes in Each Direction), Alternative 3 (Express Lanes [Tolled] and Add one GP Lane in Each Direction), and the No Build Alternative, with TSM/TDM elements included in each alternative except the No Build Alternative. Conceptual Design Plans for each of the proposed build alternatives are provided in Appendix P.

Analysis of each environmental factor is presented in Chapters 3 and 4 of the EIR/EIS, which includes discussion of the affected environment and environmental consequences, including construction impacts, permanent impacts, cumulative impacts, and, in some cases, indirect impacts; and avoidance, minimization, and/or mitigation measures for each project alternative, including the No Build Alternative and three build alternatives.

Response to Comment Letter PC-L46

Comment PC-L46-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Alternatives M3, M9, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the build alternatives (see discussion of Alternatives M3, M9, M12, and M13 in Section 2.7).

Response to Comment Letter PC-L47

Comment PC-L47-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-L48

Comment PC-L48-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-L49

Comentario PC-L49-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-L49

Comment PC-L49-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-L50

Comentario PC-L50-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-L50

Comment PC-L50-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L51

Comment PC-L51-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review

Response to Comment Letter PC-L52

Comment PC-L52-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-L53

Comentario PC-L53-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-L53

Comment PC-L53-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L54**Comment PC-L54-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Respuesta a la Carta De Comentario PC-L55**Comentario PC-L55-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-L55**Comment PC-L55-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L56**Comment PC-L56-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L57**Comment PC-L57-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L58

Comment PC-L58-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-L59

Comentario PC-L59-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-L59

Comment PC-L59-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L60

Comment PC-L60-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L61**Comment PC-L61-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-L62**Comentario PC-L62-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-L62**Comment PC-L62-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L63**Comment PC-L63-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L64**Comment PC-L64-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L65

Comment PC-L65-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-L65-2

Alternatives with both LRT and BRT are included in Section 2.2.7, Alternatives Considered but Eliminated from Consideration, of the Draft EIR/EIS. LRT was considered in four such alternatives, and BRT was considered in two such alternatives. For a graphic summary of those alternatives, see Figure 2-39 of the Draft EIR/EIS. BRT and LRT in the project corridor would not be feasible or reasonable without extensions and connections north and south of the project limits. Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-L66

Comment PC-L66-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

According to Table 3.1.1-2, Park and Recreational Facilities in the Project Study Area ROW, the project would not require a direct, temporary, or constructive use of Moon Park. Section 3.1.7, Visual/Aesthetics, concludes that Moon Park is not anticipated to be impacted because it sits below the river embankment and the new ramp would be screened by the embankment.

As depicted in EIR/EIS Figure 3.1.1-6, Location of the Santa Ana River Trail, construction of the proposed project would include a new permanent aerial for the new Euclid Street southbound I-405 on-ramp from Ellis Avenue that would cross over the Santa Ana River Trail. After construction of the ramp is complete, the new on-ramp would continue to allow recreational use of the trail on both riverbanks and would not reduce the width of, or access to, the trails. The new southbound on-ramp would add approximately 2,000 square ft of overhead concrete to the existing trail. As described in Section 3.1.7, Visual/Aesthetics, there would be no visual impacts as a result of construction of the new southbound on-ramp. This permanent aerial easement would not affect the function, value, and attributes of the Santa Ana River Trail; however, the

Department proposes a *de minimis* finding because the direct use area would not affect any of the recreational activities, features, or attributes of the trail because the direct use area is above the trail.

The project would construct a new Euclid Street southbound I-405 on-ramp from Ellis Avenue that is anticipated to require an approximately 1,700-square-ft TCE over the Santa Ana River Trail. There would be a reduction to access for the trail system during construction; however, the trail would be accessible from at least one riverbank at all times during construction. The restriction of access would be temporary. Measure LU-6 would minimize construction-related impacts to the Santa Ana River Trail.

Response to Comment Letter PC-L67

Comment PC-L67-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L68

Comment PC-L68-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-L68-2

Soundwalls are used to provide traffic noise abatement to the impacted areas. In some areas, new soundwalls are recommended, but in most cases existing soundwalls are replaced at a new location with the same height or higher. Please also see Common Response – Noise/Noise Analysis.

With respect to graffiti control, please see EIR/EIS Measure VIS-18, provided below:

VIS-18: Provide vine planting on soundwalls and retaining walls where feasible and appropriate. Per Highway Design Manual, Index 902.3(5), vine planting should be included with all sound barrier projects to reduce the potential for graffiti and to soften the appearance of the wall.

Comment PC-L68-3

The proposed project is for improvements to the I-405 mainline and along arterials as they cross the freeway.

Comment PC-L68-4

Many existing nonstandard features, such as lack of shoulder of the left side of the freeway, are being made standard under the build alternatives.

Comment PC-L68-5

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Comment PC-L68-6

Section 3.2.6 of the Draft EIR/EIS included a detailed air quality assessment. The assessment quantified potential impacts associated with regional criteria pollutant emissions, with traffic on surface streets, PM concentrations near the project corridor, MSATs, and construction activity. The proposed project would relieve congestion and improve operational efficiency on I-405 between SR-73 and SR-605. The project corridor has insufficient capacity to accommodate existing and projected travel demands between the SR-73 interchange and I-605. As discussed in the transportation analysis, the build alternatives would increase freeway capacity to address the existing deficiencies. As a result, freeway mainline and interchange operating conditions would improve. It is important to note that vehicle speeds would improve on both the mainline and in the HOV lanes. Peak-hour congestion would be reduced, leading to a reduction in vehicle idling and associated emissions. The transportation analysis assessed more than 75 intersections in the project area. The analysis indicated that none of the intersections operating at a poor LOS (i.e., D, E, or F) without the project would be further congested with the proposed improvements. To the contrary, the proposed project reduces queuing onto arterials due to mainline congestion and ramp meter operation and decreases arterial congestion. Potential emission increases associated with the increase in average daily traffic would be offset by the increase of vehicle speed in the project area, which is an indication of reduced congestion and idling of vehicles. The project is not expected to cause an adverse effect with respect to air quality at any nearby sensitive receptor, despite some sensitive receptors being located closer to the ROW.

Comment PC-L68-7

Please see EIR/EIS Sections 3.1.4, Community Impacts; 3.1.6, Traffic and Transportation/ Pedestrian and Bicycle Facilities; 3.2.6, Air Quality; and 3.2.7, Noise, regarding issues related to Responses to Comments PC-L68-1 through PC-L68-7.

Renewed Measure M was passed by the voters of Orange County, and the proposed project was included in that measure. For additional information, please see Common Response – Measure M Funding.

Response to Comment Letter PC-L69**Comment PC-L69-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Health Risks.

Response to Comment Letter PC-L70**Comment PC-L70-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L71**Comment PC-L71-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-L72**Comment PC-L72-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-L72-2

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-L72-3

Under the No Build Alternative, vehicles entering I-405 northbound from Seal Beach Boulevard must merge one lane left to access I-605 and one more lane left to continue on I-405 northbound. Under all of the alternatives, one lane change plus a lane merge downstream of the SR-22 westbound off-ramp would be required to reach I-605 and two additional lane changes to reach I-405.

Comment PC-L72-4

The additional lanes and improved performance on I-405 under the build alternatives compared to the No Build Alternative will encourage traffic currently diverting from the congested freeway to local streets to remain on the freeway.

Comment PC-L72-5

Section 3.2.6 of the Draft EIR/EIS included a detailed air quality assessment. The assessment quantified potential impacts associated with regional criteria pollutant emissions, with traffic on surface streets, PM concentrations near the project corridor, MSATs, and construction activity. The proposed project would relieve congestion and improve operational efficiency on I-405 between SR-73 and SR-605. The project corridor has insufficient capacity to accommodate existing and projected travel demands between the SR-73 interchange and I-605. As discussed in the transportation analysis, the build alternatives would increase freeway capacity to address the existing deficiencies. As a result, freeway mainline and interchange operating conditions would improve. It is important to note that vehicle speeds would improve on both the mainline and in the HOV lanes. Peak-hour congestion would be reduced, leading to a reduction in vehicle idling and associated emissions. The transportation analysis assessed more than 75 intersections in the project area. The analysis indicated that none of the intersections operating at a poor LOS (i.e., D, E, or F) without the project would be further congested with the proposed improvements. To the contrary, the proposed project reduces queuing onto arterials due to mainline congestion and

ramp meter operation and decreases arterial congestion. Potential emission increases associated with the increase in average daily traffic would be offset by the increase of vehicle speed in the project area, which is an indication of reduced congestion and idling of vehicles. In addition, Tables 3.2.6-9 and 3.2.6-10 show that 1- and 8-hour CO concentrations would be well below the State and federal standards at the highest volume and most congested intersections, including Seal Beach Boulevard at I-405. The project is not expected to cause an adverse effect with respect to air quality at any nearby sensitive receptor, including those located in southbound College Park East.

Comment PC-L72-6

Under Alternative 3, HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement. Regarding the change in occupancy requirement to three persons per vehicle, please see Common Response – Opposition to Tolling.

The experience on SR-91 is that motorists from all income groups use the Express Lanes.

With respect to the potential loss of business due to the limited access to the Express Lanes, please see Common Response – Opposition to Tolling.

Comment PC-L72-7

Please see Response to Comment PC-L72-1.

Response to Comment Letter PC-L73**Comment PC-L73-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-L73-2

Please see EIR/EIS Sections 3.2.6, Air Quality, and 3.2.7, Noise, for discussions regarding air quality and noise impacts as a result of the project. The air quality analysis for the project has been prepared in accordance with the requirements under NEPA and CEQA, as well as those of the Clean Air Acts, Transportation Conformity Regulations, and policies and guidance by EPA, FHWA, and Caltrans, as appropriate.

The Noise Study Report prepared for the proposed project evaluated potential traffic noise impacts in accordance with the guidelines and requirements of CEQA and NEPA. Because the project is on a State Highway facility, traffic noise impacts and noise abatement measures were evaluated for NEPA in accordance with FHWA's Title 23 CFR 772 regulations and Caltrans' Traffic Noise Analysis Protocol (Protocol). Future traffic noise levels are predicted for free-flowing conditions, and soundwalls are recommended to provide noise abatement for the highest possible traffic noise that can be produced by the freeway. Please see Common Response – Noise/Noise Analysis.

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6 of the Draft EIR/EIS, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Response – Air Quality.

Comment PC-L73-3

Please see Response to Comment PC-L73-2.

Comment PC-L73-4

Please see Response to Comment PC-L73-1.

Comment PC-L73-5

Alternatives M3, M9, M10, M11, M12, and M13 (see Section 2.2.7 and Figure 2-8 of the Draft EIR/EIS), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the build alternatives (see discussion of Alternatives M3, M9, M10, M11, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

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